DON'T TAKE

y pretend to ermanent cure d poison, and that ntly destroy the effects of

MERCURIAL AND POTASH POISONING. It is a purely vegetable remedy, entirely harmless, and yet it is the

discovered. Book on Blood and Skin Diseases Free. THE SWIFT SPECIFIC CO., Atlanta, Ga

most potent blood purifier ever

RAILROADS. LOCAL TIME TABLE.

TEXAS AND PACIFIC EASTBOUND. SOURI KANSAS AND TEXAS.

NORTHHOUNE. No. 22 daily... No. 23 daily... nd Pacific trains Nos. 5 and 6 only stop ina T. C. Junetton, Atlanta, Jeffer-inal, Longuew Junetion, Big Sandy, at, Terrell, East Dallas,

TORT WORTH AND DENVER. No. 1 dally...... 9:30 s. m. CHIEL COLORADO AND SANTA FE. Колтирот ND. Leave. No 10-dally: 11:45 a m. No. 2-dally: 8:10 p m. колтирот NO. 1 dally: 8:20 a. m. No. 4 dally: 2:00 p. m. FORT WORTH AND RIO GRANDE.

.Fort Worth 2:00 p. m. FORT WORTH AND NEW ORLEANS.

ST LOUIS, ARKANSAS AND TEXAS. p m Memphis Express 8:00 a. m.

CATHERPORD, MINERAL WELLS AND CORTHWESTERN RAILWAY. is of this line make direct connection lesses and Pacific railway trains Nos. 10 f. Westberford, leaving Fort Worth as and Pacific railway) and arriving at

TABLE OF DISTANCES

the important points in

MISSOURI, KANSAS AND TEXAS. North-

| Miles | Mile

Hillsboro..... 133 Taylor...... 137 West Point..... TEXAS AND PACIFIC.

Eastern Division.

100 Rio Grande Division.

Transcentinental Division Miles | Paris | 153 | 153 | 154 | 154 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 15

Miles Camden, Ark. 15 Camden, Ark. 16 Camden, Ark. 17 Camden, Ark. 17 Camden, Ark. 17 Camden, Ark. 18 Camden, 633 748 Est Cairo GULF, COLORADO AND SANTA FE. South.

Miles | Miles | 28 | Cameron | 158 | 29 | Caldwell | 159 | 158 | 159 | Caldwell | 169 | 163 | Brenham | 220 | 128 | Galvesion | 546 | North.

 Miles
 Miles
 Miles
 Miles

 4 describe
 65
 Wichita Kun
 376

 4 describe
 104
 Kansas City
 605

 Parcell
 171
 171
 FORT WORTH AND DENVER CITY.

FORT WORTH AND RIO GRANDE.

HOUSTON AND TEXAS CENTRAL.

41 Calvert 158
74 Hearne 166
106 Bryan 185
117 Navaseta 214
123 Hempstead 234
144 Housten 235

119

THE READING ROOM.

It is Becoming the Topic of Conversation.

THE RAILWAY CONDUCTORS.

They Will Visit Fort Worth 300 Strong Next Saturday-Gould's Latest Tricks. The Station Agents-Delegates to Denver-Other Notes.

The Station Agents. To-morrow morning delegations of the Station agents' association from Texas, Arkansas, Louisiana and the Indian Territory will meet in this city and leave for Denver in a special train over the Fort Worth and Denver en route to the national convention. which meets in Denver on the morning of

Delegates to Denver. At 9:30 this morning the delegates to the Frans-Mississippi commercial congress at Deaver will leave over the Fort Worth and Denver. A special sleeper bearing the New Orleans delegation will arrive on the Texas and Pacific and the Galveston and Houston delegates will arrive over the Santa Fe. They will be joined here by the Fort Worth delegation. This convention is held for the purpose of adjusting differences between the merchants and the business men and the railrand companies regarding and the railroad companies regarding rates, transportation, etc., and will be one of the most important conventions held in the United States this year.

THE CONDUCTORS.

They will Reach the City on a Special Train Next Saturday.

On next Saturday, May 23, a special train On next Saturday, May 23, a special train having on board 200 or 400 members of the Order of Railway Conductors will arrive in the city at 3 p. m. and will remain here until 10 o'clock in the evening. Arrangements are being made to tender them a fitting reception, as these gentlemen will be the guests of the city while here. A band of music will be provided and it is the intention to have carriages at the depot and give the visitors a ride over the city, nomiting tion to have carriages at the depot and give the visitors a ride over the city, pointing out the principal points of interest. There will probably be a reception tendered them in the evening. As these gentlemen are a representative body of men and come from all over the United States, Canada and Mexico the reception accorded them here will be known all over North America and will be spoken of as its merits deserve. If this visit is rendered an enjoyable one and the litting courtesies are properly shown, their I visit is rendered an enjoyable one and the fitting courtesies are properly shown, their visit to Fort Worth will remain as a green spot in their memory. It is needless to say that everything possible on the part of Fort Worth will be done to render the reception of these gentlemen one befitting the honor and dignity of the great city. The mayor and the Chamber of Commerce, in connection with Division 57 of this city, will have charge of the reception. The programme will be more fully made known came will be more fully made known

THE ROCK ISLAND.

Little Likelihood of Any Construction this Year on Any Portion.

There continues to float over the country rumors that the Rock Island is to extend Texasward from Minco immediately and these rumors make their visitis monthly with the regularity of the visits of the bill collector. These railroad builders appar-ently ignore the fact that the financial conditions of railroads generally, and the Rock Island in particular, precludes the possi-bility of any new construction at present. When railroad earnings show a steady deficit each month and an increase in op-crating expenses, including equipment and maintenance of way, new securities floated for extensions are apt to fall valueless upon the market, and to find few buyers at any price. Then again the Rock Island lines in Kansas and Nebraska constitute as heavy a load as that company can well "tote," and the stockholders would doubtless breathe the stockholders would doubless breathe more freely the Trans-Missouri lines were divorced from the parent stem and placed in the hands of a receiver. It may give real estate a transient boom to announce the extension is decided upon, but this does not build the road, nor does it influence the large investors. The Gazarre may be denounced for contradicting these rumors but it is reasonable to say the hese rumors but it is reasonable to say the whistle of a Rock Island engine will not be whishe of a Rock Island engine will not be heard south of Rod river during 1891. And it will be seen that the present tour of Rock Island officials over the lines, instead of resulting in new extensions will result in lopping of of heads and the reduction of

THE CLUBROOMS.

The Opinion Held by Railroad Officials Regarding it.

The condition of THE GAZETTE, General Superintendent Winter and T. B. Burbridge in the move to organize a railroad men's reading and club rooms in this city as awakened a considerable amount of in terest in the project. Several relinoid of-ficials were seen regarding the project yes-terday, and all—white not being able to anwer definitely for their roads, stated they had no doubt the railroad companies would cheerfully assume the maintenance of the rooms after they were furnished. The reporter was unable to see President Hornby of the Rio Grande, but as he is an ener-retic, enterprising gentleman, he is already sidered as enlisted heart and soul in the

Among the men in railroad service the project has excited much commendation, and as far as can be learned would be willing to assume the rentals and incidental ing to assume the rentals and incidental expenses, provided the rooms were furnished as indicated in yesterday's GAZETTE, but this is not considered necessary, as none of the officials seem to express the least doubt as to the willingness of the companies to assume the obligations. This, divided among the roads now centering here would be but a trifling expense, comparatively speaking. General Superintendent Winter of the Denver will call for a meeting of the business men of the civi in a

meeting of the business men of the city in a few days to consider the matter. In the meantime THE GAZETTE would be pleased to have communications on the subject, giving ideas for its arrangement and maintenance from the men in train service, track service, yard service, shop service, etc. Address them to Railroad Editor, GAZETTE. It might be well to state in conclusion that the promoters of the enterprise do not contemplate permission for the keeping of or sale of intoxicating fluors in or around the club rooms.

CARTER AND THE GIRLS.

The Traveling Passenger Agent of the

Cotton Belt Steals Another Party. Yesterday evening the incoming passen Texas had a special parior car attached, decorated with flags and streamers. On board were thirty-one school girls, en route home from the school at Winchester, Tenn., to spend the summer. They were in charge of R. M. Carter, traveling passenger agent. and they were a jolly crowd. A number of carriages and busses were at the depot when the train arrived and a number of them were transferred to the Missouri, Kausas and Texas south-bound train, en route for their homes at Hillsboro, Waco and other southern points.

The party, forty-three in number, started from Winchester, Tenn., Thursday. At Milam Mr. Carter bought a bushel of strawcorries and the maidens feasted on this de-icious fruit for the remainder of the jour-ncy. The train left Texarkana yesterday morning fifty minutes late, being held to enable the party to have ample time for breakfast. The engineer said he would bring the train into Fort Worth on the dot, and he did so. The reason the girls were brought through to Fort Worth was that they might be enabled to see the city and at the same time have the pleasure of remaining together as long as possible. Some of the girls remained over night in the city, and will leave for their homes this morning.

May Carter said they were bright eyed, bott, expresident of the division, depot

rosy cheeked and full of life, their residence in the Cumberland mountains evidently being conducive to health, and none of them had the pale, weakly appearance so characteristic of the average school girl. Mr. Carter got a tip this party was coming and quietly slipped over to Winehester with a parlor car and captured the inviness. parlor car and captured the business.

GOULD'S LATEST TRICKS.

The Wily Wizard of Wall Street Pulling

the Market for a Purpose. the Market for a Purpose.

The wily wizard of Wall street is giving railroad men material for speculation just at present, and none of them seem to be able to form an exact conclusion as to just what piece of mischief he is up to now. The fact that he is having himself interviewed, picturing the future in glowing lines with all the tints of the rainbow, and posing as a colossal bull, while the steady drain of gold for export is continued steadily from day to day, reducing materially the money availafor export is continued steadily from day to day, reducing materially the money available in this country and stiffening the present great stringency in financial circles, and which threatens to prove disastrous to those roads whose interest charges are due in June and July, appears to them decidedly suspicious. Added to this the fact that he has, through parties in his interest, recently unloaded shares to the number of 150,000 or more leads them to the belief that he foresees a financial crash and is preparing to stand from under. At the same time the Santa Fe's report showing a deficit and the well known cramped finandeficit and the well known cramped finan-cial condition of the Rock Island leads to the belief that he is working either to ob-tain control of those roads by buying stocks when thoroughly depreciated, throwing them into the hands of a receiver and bob-bing up sevenely in the reasonization. Jay bing up serenely in the reorganization. Jay is noted as being eel-like in his financial movements, and while the officials of other roads are unable to fix his next move with any degree of accuracy, all realize that the wizard is at the wires and manipulating

The hopeful condition of railroad securities of the past six weeks, has given way to a corresponding depression, and many roads a corresponding depression, and many roads
that are under construction and in contemplation, that had contracts made for floating
their securities and going ahead with the
work, find themselves blocked and can
trace it directly to the Wall street wizard.
While The Gazette is not a prophet, or
the son of a prophet, it confidently predicts
that unless an improvement takes place the son of a propose, it connectify predicts that unless an improvement takes place within the next sixty days, the railroad construction for 1891 will not amount to many miles. Gould's apparent bullishness is held to cover some deep scheme, which even a large crop and consequently heavy tonnage for the Granger lines will not

Tail Lights.

"Barney" Fegan, traveling passenger agent of the Texas and Pacific railway, was in the city yesterday.

F. Mertsheimer, assistant superintendent of motive power of the Union Pacific with headquarters at Cheyenne, is in the city. Maj. J. C. Lewis, the wee little traveling passenger agent of the Iron Mountain route, was in the city yesterday. The major has given his line a new title.

The local freight business of the Mexican Central is now reported to be exceptionally heavy. The general condition of the line is now most excellent to meet the rainy sea

George England, traveling auditor of the Santa Fo, "fell in" on a freight yesterday afternoon. George has the north end from Temple to Purcell and will probably estab-lish his headquarters at Fort Worth.

The engineer of the Bridgeport and Decatur rallway is expected here this week, and the work of surveying and locating the line will be immediately commenced. It is hoped to have the road in running order and the coal mines in operation by September. Decatur News.

There are about 250 teams now at work on the grade between here and Blanket, and but a very short time will elapse before tracklaying will begin, as the contractors say they intend reaching Brownwood by the lst of August so as to give Fort Worth a through line to the latter place.—[Comanche

A Conductor's Remains. Special to the Gazette.

SAN ANTONIO, TEX., May 16.—The remains of Conductor J. K. Lyons were shipped this afternoon to Corry, Pa., for

Locating a Switch. Special to the Gazette

BROOKSTON, TEX., May 15.—Superintendent L. Trice of the Texas and Pacific railway spent last night in our town in view of locating a switch at High, Tex., about two and a half miles west of this place. It is understood here to-day that the switch is to be built at once, and High is to be made

The Decatur and Bridgeport. Special to the Gazette.

Special to the Gazette.

Decarue, Tex., May 16.—Mr. C. E. Moore, rivil engineer of the Decatur and Bridgeport railroad, has arrived in the city and will begin surveying the line next Monday. The surveying will be pushed through as rapidly as possible, and as soon as completed the grading will begin. The road is expected to be completed by the 1st. road is expected to be completed by the 1st

Rallroad Earnings.

Special to the Gazette. Special to the Gazette.

New York, May 16.—The Chronicle reports the gross earnings of 150 roads for the month of April, 1891, at \$35,742.249; 1890, \$36,989,469, an increase of \$1,752.780. From January 1 to April 30, 1891, \$148,550,059; 1890, \$140,551,564, an increase of \$7,995,486. The gross earnings of ninety-one roads for the fourth week of April, 1891, \$5,537,261; 1890, \$8,088,298, an increase of \$448,963; for sixty-nine roads the first week in May, 1891, \$5,728,574; in 1890, \$5,606,978, an increase of

New Road for the Timber Belt.

Correspondence of the Gazette. Chawson, Tex., May 15.-Mr. A. L. Chark, president, and other members of the Tyler car and lumber company, were here in the city to-day prospecting a tap line of road to be built from the E. W. to connect with the K. G. at this point. The laying of this line will begin at once and will be pushed to rapid completion. They contemplate building a saw mill on this line of road on or near Angelina river. The firm of T. R. Bonner & Co. of Tyler have several cars of rails on cars at Lufkin, which they intend to begin laying at once from this place through several miles of the best pine timber in this country.

FORT WORTH AND BIO GRANDE. The Proposed Extension from Menardville to Fort McKavitt.

Special to the Gazette. MENARDVILLE, TEX., May 14.—At a rail-road meeting held here yesterday the fol-lowing resolution was adopted:

"It is the sense of this meeting that there can be secured for the extension of the Fort Worth and Rio Grande railread through McCulloch and Midland counties to Fort McKavitt the right of way and a bonus of \$60,000, a good part of which is al-ready promised."

An extension of the Fort Worth and Rio An extension of the Fort Worth and Kio Grande railroad as named in the resolution would tap the great wool and cattle section of West Texas, the business that now goes to the Gulf, Colorado and Santa Fe and the Aransas Pass roads would be done by this line. Fort Worth would get the wholesale trade, the cattle and wool of the country through which the road passes, also the trade for miles beyond the ter-Will Fort Worth lend us a helping hand, in securing this road?

Texas Station Agents.

Special to the Cazette. GALVESTON, TEX., May 16 .- The second day's session of the Railroad station agents' association of Texas met in the parlors of the Beach at 10 a.m. with A. S. Downler, third vice-president, in the chair. 308 Houston Street.

We have 500 Suits in Sacks and Sutaways we will sell for less money than they can be beat for anywhere in Texas. This is a special cut and special sale.

Houston Street.

JOHN T. MONTGOMERY, Proprietor.

which was well received. A resolution was offered in reference to the federation of the association with all railway exployes. On motion it was laid on the table. President Breker, coming in at this point, took the chair. A resolution that the chair appoint a committee of three members to draft a plan for an employment bureau to be approved by the executive board was carried. The association then proceeded to elect delegates to the national station agents conto the national station agents convention which meets in Denver the 20th and the following were appointed: F. L. Speeck, chairman; H. A. Ingall, A. E. Daswell, James Harmer, James B. Scogin, J. E. Fisher, M. P. Morrisey, J. W. Lewis, J. T. McDonald, Charles Reid, F. S. Werner, E. F. J. McCarthy, J. M. Murphy, L. G. Lum, C. P. Fulton, B. Casey, Charles Boedricker, William Shugart. to the national station agents

Casey, Shugart. A resolution that the delegates to the Denver grand convention be instructed to vote and have the law changed, making dues payable annually instead of semi-annually, was carried.

A resolution that the executive board establish an official arran for the extention.

tablish an official organ for the state division was carried.

The delegates to the grand convention were instructed to use all honorable means to secure the election of R. W. Wright, editor of the Station Agent, as secretary of the grand division. The delegates to the grand convention were instructed to vote against the proposition to expel members belonging to organizations which approve strikes. An assistant secretary was appointed to solicit membership and collect dues. A committee to frame resolutions of thanks to the railways of the state and the merchants of Galveston for their liberality and favors was amounted. San Artoniowas expected.

was appointed. San Antonio was selected as the place of holding the next conven on. The following officers were elected for the ensuing year: F. O. Breker of Galves-ton was elected president by a rising vote; H. H. Hammill of Burnet, first vice-president; Maurice Green of Sherman, sec-ond vice-president; Charles Collins of San Marcos, secretary; F. L. Sheeks of Mexia, treasurer. The association then adjourned until 5 p. m.

Mexia, treasurer. The association then adjourned until 5 p. m.

Upon reassembling this evening the committees to whom were referred the secretary's and treasurer's reports reported that they had carefully examined the reports of these officers and found them correct and recommended they be approved by the association. This was done. After the transaction of some minor business the association adjourned sine die business the association adjourned sine die to meet in San Antonio in 1892 at the call of the executive committee.

To-night the association was banquetted at the Girarden house by the merchants and local railway officials. To-morrow they will be given an excursion on the bay and to-morrow night the delegates appointed to the national convention in Denver will leave for that city in a special Pullman. for that city in a special Pullman.

The Hearing Postponed. St. Louis, Mo., May 16 .- The hearing of

the application for a receiver for the St. Louis and San Francisco has been post-poned until May 29. General Counsel Peck of the Santa Fe is here consulting with the

The Rallway Conductors.

Sr. Louis, Mo., May 16.—The entire day was consumed by the convention of the Order of Railway Conductors in the elec-tion of officers, it being found necessary to cast several ballots before it was detercast several ballots before it was determined who the successful candidates were. W. P. Daniels was elected grand secretary and treasurer; A. B. Garretson, grand senior conductor; T. D. Hartell, grand junior conductor; J. Morgan, inside sentinel; R. E. Walcody, outside sentinel; J. F. Dorsey, executive committee; and J. K. Latmer, insurance committee. To-morrow a number of delegates will go to Indianapolis with a view to determining whether the ils with a view to determining whether the permanent headquarters of the order will be located there. This matter will, however, probably not be settled at the present on, but will be laid over until next year.

Trans-Mississippi Commercial Congress.

The Fort Worth and Denver City railway will sell on May 15, 16 and 17, tickets to Denver and return at the low rate of one, faire for the round trip, account of the trans-Mississippi commercial courses. The kets good to return thirty days fa model of sale.

Elegant Pullman by a Sleeping cars and handsome day coach, will leave Fort Worth 9:30 a.m., though to Denver without change.

See that your theket reads tia Fort Worth and Denver City railway. Trans-Mississippi Commercial Congress.

and Denver City railway.

Remember you have no lay-overs, no change of cars and not on the road two nights via this line.
For further information, Pullman reser-

vation, etc., apply to N. S. Davis, 401 Main If You Are Going To attend the commercial congress at Denver, Col., consult your own interest and travel via the

The Santa Fe has The Santa Fe has nade the of \$34.00 for the round to sion. Tickets on sale clusive. Return limit The Santa Fe train v 15, 16 and 17 in-cirty days. ing here at 8:10 ond morning. servation made The Santa Fe trait le ving here at 8:10 p. m. arrives in Do, er a tond morning. Through Pullim car nervation made at Ticket office, 16 Houste street. This line saves you me business day between Fort Worth and Denver.

If any other information desired, it will be gladly furnished you on application at Cauta Fundamental Third and Houston. WILLIAM DOHERTY, City Ticket Agent.

The Fort Worth and Denver City in nection with the Union Pacific rathers in the field with an first in the new trated Western Rescuertrip. Call at city contemplating the mer trip. Call at city office the street and secure a cyclopath information regarding the numerous and cheap summer resorts reached by the Union Pacific railway

A HEATED QUESTION. Where Shall We Go For Benith

found a vari equal that tributary to the IN PORT.

The Charleston and Esmeralda Meet in Mexican Waters.

A VESSEL FLYING NO COLORS Turns Out to be a Coaster-A Rumor in

Mexico That the Etata Had Been Captured—The Baltimore Off the Chillan Coast-Captain of the Newbern.

Both Vessels in One Port.

Washington May 16 .- The mayy department has received information that the Es-meralda and the United States cruiser Charleston have arrived at Acapulco, Mexico. The Etata is not in sight.

Rumored Capture of the Etata-St. Louis, Mo., May 16.—A dispatch from the City of Mexico says it is rumored there that the Etata has been captured by the Charleston off the coast of the state of Jalisco, and that she is now returning with the prisoner toward San Diego. It is impossible to verify or deny the rumor.

The man-of-war reported as flying no colors and lying off the coast of San Blus on investigation proved to be a coastwise steamer. Its captain has seen no vessels

The Esmeralda Seen.

of a suspicious character.

San Diego, Cal., May 16.—The captain of the steamer Newbern, which arrived in this port at midnight last night, reported this port at midnight last night, reported that on the way down the coast he met the Chillian warship Esmeralda at Cape San Lucas and spoke with the officers of that vessel. After leaving the Esmeralda, which proceeded north, he passed, some time during the night, a vessel supposed to be the Chillian warship Imperiali, also going north. On his return trip he reports seeing none of those vessels.

The capitain further stated that he is of the opinion that the Esmerelda and Figure

the opinion that the Esmerelda and Ex-put into Magdalena bay, where the cargo could have been transferred without any trouble and the Charleston might have laid by while the transfer was being made.

The Esmeralda at Acapulco. CITY OF MEXICO, May 16.—The government denies the rumors published that the ment denies the rumors published that the Esmeralda succeeded, in buying even a limited amount of coal at Acapulco, but on the contrary she was ordered out of the port and is now lying off coast in neutral waters, waiting it is thought, for the Etata, with her steam launch patrolling all last night. The general opinion at Acapulco is that the Etata has passed and gone south and the Esmeralda is waiting for the Charleston. The officers of the Esmeralda have The officers of the Esmeralda have been using the wires freely at Acapulco At 5 o'clock this evening an unusual com motion was observed through glasses from Acapulo on the Esmeralda, but no sign of

THE DAVIS FUND.

A Call on the Patriotism of the Southern People for the

ERECTION OF A MONUMENT

To the Memory of the Pecrless Jefferson Davis—The 18th Day of June Desig-nated as a Dayfora Universal Movement Throughout the South.

NASHVILLE, TENN., May 16 .- At a recent meeting of the Southern press association at Memphis a committee of three was ap-pointed to co-operate with Gen. John B. Gordon, commander-in-chief of the Confederate vaterans' association, in raising a fund for erecting a monument to the memory of Jefferson Davis. This step was taken in furtherance of a scheme set on foot shortly after the death of Davis, and which was intended to secure the co-operation of Southern newspapers for this end. Some money has already been raised, but efforts in this direction have heretofore been desultory and lacking in system.

The committee has therefore thought it best that some action should be taken to the end that a general and simultaneous movement be inaugurated. They have, Gordon, commander-in-chief of the Confed-

movement be inaugurated. They have therefore, prepared the following address:

"To the People of the South: It has been the custom of all times and all peoples to honor the memory of their illus-trious dead by the building of monuments which shall be a perpetual reminder of their virtues and achievements. Southern soil is rich with the clood and ashes of Southern heroes and patriots, whose memory will be a priceless heritage and inspiring example forever. Among all noble dead there is no one whose name appeals with greater power to affectionate remembrance of Southern people than that of Jefferson Davis. His splendid valor on the field of battle, his brilliant abilities in the arena of statesmanorimant admittes in the arena of statesman-ship, his heroic fortitude under persecution, unparalleled in its atrectly and bitterness, his patient, proud endurance of calumny and detraction, make him a figure which will stand for all time in the group of the great men of our history.

The cause for which he fought and suf-tered has gone down and we have head of

fered has gone down and we have buried it for wer, but there is no sentiment of honor the patriotism which requires us to bury the memories of those whose lives were entwined with and whose blood was shed for it. it. Southern people will have become lost to every sense of honorable manhood and womanhood when they forget him who, for their sakes, wore shackles upon his wasted limbs. We owe it to ourselves and to our children to build a monument to his mem-

ory.
We therefore appeal to the people of the confident of the nature of their response. We have appointed the 18th day of the nature of the nature of the second of the nature of the n jonse. We have appointed the 18th day of June, 1891, as the day upon which the people of every town and county in the Southern states should meet and take proper steps to forward the enterprise of voluntary contributions or other methods which they may deem best. Let those who feel a patriotic interest in this movement everywhere begin at once to organize a movement in their respective communities and secure a large



PULLMAN SLEE

KANSAS CITY I

lose connections in all of the above cities with fast trains of Eastern and Northern lines makes the M. K. & T. the best line to

A. L. SKINNER, Manager. New York, Boston, Montreal and St. Paul. J. E. SMITH, City Ticket Agent, corner Fourth and Houston streets.
C. D. LUSK, Ticket Agent, Union Depot.
W. D. LAWSON, Texas Traveling Passenger

Agent. GEO. A. EDDY, H. C. CROSS, Receivers, J. J. FREY, Gen. Supt., Scialia, Mo. J. WALDO Gen. Traffic Manager, Scialia, Mo. GASTON MESLIER, General Passenger and

Gall, Colorado & Santa Fe R'7.

LETTER FROM BISHOP GREGG SEWANEE, TENN., Addrest 30, 1887.

Bishop Episcopal Church and Chuncellor Uni

T WORTH

A. K. HAWKES, Manufactoring Optician,

Lens Grinding Plant, 19 Decatur street; Main office, 19 Whitehall street, Atlanta, Ga.

THE SAN MARCOS

C**HA**UTAUQUA

June 24, Continue to July 22

July 16 Will be Recognition Day, The best bellians her trammed and the largest number of schools ever presented in Texas. Send vars near

Brownwood, - \$4.85

Brownwood Round Trip,

\$7.50

ROUND TRIP

May 24, 25, 26 \$8.40 Return 15 Days

May 30, 31, Re-\$7.05

June 1, Return \$5.60 in 4 Days

Rio Grande Road

and enthusiastic meeting on the day ap-pointed and send the results of their efforts to Superintendent John L. Weber of Charleston, S. C., who will act as treasurer

of the fund. [Signed.]

JOHN W. CHILDRESS,

PATRICK WALSH.

JOHN LANGDON WEBER.

This is the Best Route

EX-CONFEDERATE VETERANS.

R. E. Lee Camp Holds a Meeting at the

R. E. Lee camp of ex-Confederates met last night with Capt. W. G. Veal in the chair. Reports were made by the several committees appointed at the previous meetings. One on the recent action of the legislature in taking under the charge of the state the Confederate home at Austin, and the magning sarries to be observed.

one on the memorial services to be observed

on the 20th inst.
Capt., W. G. Veal and John W. Friend
were requested to make short addresses on

Several new comrades were enrolled, and other matters of detail attended to, when

that day.

ments for memorial day.

poins north and northy

The Fort Worth and Denre vay, in connection with I want to the only direct and and and and

C. D. LUSK,

J. F. ZURN.

SIN-I have been using your g greater part of two years. Am mo with their superiority, an lanke commending them for long me

sight, when that is possible

East and West I Steping Cars are run through every day in the year to Kansas City, Chicago and St. Louis, connecting at these points with fast limited trains for the East.

THROUGH TICKETS

United States, Canada and Mexico. For any desired information, Tickets, Folders Maps, etc., call on or address,
WM. DOHERTY, C. P. & T. A., 318 Houston
street, Fort Worth.
C. D. LUSK, Ticket Agent, Union Depet.
W. A. TULEY, T. P. A., Dalins, Texas.
H. C. THOMPSON, G. P. & T. A., Gaiveston,

Shortest, Quickest and Only Line

THROUGH CAR SERVICE TO MEMPERS

Through Coaches and Pullman Buffet Sleepers

FORT WORTH TO MEMPHIS AND Pullman Buffet Sleepers to Texarkana on the night train, connecting in Memphis with through trains to all points Elast and Southeast. All further information cheerfully furnished on application to any of the following: G. W. BAINHART, General Agent, 401 Main street Fort Worth. street, Fort Worth.
W. H. WINFIELD, General Passenger Agens lines in Texas, Texarkana, Tex.
H. G. FLEMING, General Manager and Chist Engineer lines in Texas, Texarkana, Tex.

EL PASO ROUTE.

THE :-: DIRECT :-: LINE SANTA.: ANNA Texarkana,

ONLY -::: LINE Offering choice of routes to points in the South-east via Texarkana, Shreveport and New Or-

TAKE THE "ST. LOUIS LIMITED"

Between Fort Worth and St. Louis. The fastest time between Texas and the North and East. Double daily line of Pullman Palace Sleeping Cars through to St. Louis via the IRON MOUNTAIN ROUTE.

Through Sleeping Cars between New Orleans and Denver, and St. Louis and El Paso.
For rates, Tickets, and all information apply to or address any of the ticket agents, or C. P. FEGAN, Traveling Passenger Agent.
B. W. McCULLOUGH, General Passenger and Ticket Agent. Ticket Agent. 3NO. A. GRANT, Third Vice-President, Dallas Texas.

Kear tho We

HOTELS.

McLEOD HOTEL Main Street, Dallas, Texas.



Everything new. Finest table, best furnished house in Texas. No hotel in the state is as absolutely free from danger of fire.

HODGE & WHEELOCK, Props.

the meeting adjourned to the Wednesday night before the 30th to perfect arrange